



Proposed Retail Development,
Bankwood Way, Birstall

S73 Application

Design and Access Statement
May 2024





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1 Introduction

1.1 This Design and Access Statement (DAS) has been prepared by Lichfields on behalf of Lidl GB Ltd (“Lidl”). It accompanies a S73 “Minor Material Amendment” application for the redevelopment of Land off Bankwood Way, Birstall, for a Lidl foodstore and Home Bargains store to update the approved Lidl store specification. This is pursuant to application (ref. 2021/62/92528/E) which granted permission for a new Lidl and Home Bargains store in November 2023.

1.2 The document considers the overall design and layout of the proposed development and how this has evolved from concept through to final submission. The document also considers wider accessibility and sustainability matters.

1.3 The S73 “Minor Material Amendment” application is being submitted to Kirklees Council.

Scope of the Report

1.4 This Statement responds to the Town and Country Planning (Development Management Procedure) (England) Order 2015 requirement that certain planning applications are accompanied by a Design and Access Statement.

Structure of the Report

- 1.5 The report structure is as follows:
- **Section 2** summarises the context of the application proposals, including a description of the site and its surroundings, its accessibility and relevant planning policy context.
 - **Section 3** sets out the constraints and opportunities.
 - **Section 4** describes how the scheme has evolved following pre-application discussions with the Local Planning Authority and consultation with the local community.
 - **Section 5** describes the design of the proposed development.
 - **Section 6** sets out the issues relating to access.
 - **Section 7** considers the sustainability of the proposed development.
 - **Section 8** assesses the proposed development against relevant design and access related planning policy.



2 Context

2.1 This section demonstrates the applicant's understanding of the physical characteristics of the site and its context. 'Context' relates to the physical, social and economic characteristics of the area, together with the planning history and planning policy context. Comments made during the pre-application process are of particular relevance to this understanding of the wider context, along with the adopted planning policies and guidance that affect and shape the development of the site.

Physical Context

Site Description

- 2.2 The site extends to approximately 1.57 hectares and is located adjacent to an established retail and leisure park, with open land to the south-east beyond Bankwood Way.
- 2.3 The site comprises brownfield land which previously accommodated a number of office blocks (collectively known as "Centre 27 Business Park"). The land within the application site has subsequently been cleared; although Paradigm House - a 2 storey office building - located adjacent to the northern corner of the site, remains in-situ.
- 2.4 The site sits at a lower level than the existing leisure units to the north-west, however the land within the site itself is generally level. There are a number of trees located along the site's boundaries. An electrical substation is located within the site, close to the western boundary adjacent to Woodhead Road. The site

benefits from an existing access point from Bankwood Way to the north-east and stepped pedestrian access at two locations from Woodhead Road.

- 2.5 The application site falls within Flood Zone 1 - the lowest level of flood risk. The site is not located near to any listed buildings, nor is it within or adjacent to a conservation area. There are also no trees located near to the site which are protected by Tree Preservation Orders (TPOs).
- 2.6 The site falls predominantly within the 'middle' zone of a COMAH (Control of Major Accident Hazards) hazardous installation, with the eastern most part of the site falling within the "outer" zone. It is understood that the hazardous installation is the Tennants Distribution site, which is a low-tier COMAH site and is located some 350m south-west of the proposal site. This COMAH designation is briefly discussed in Section 4 of this DAS and in more detail within the accompanying Planning and Retail Statement Addendum.



Figure 2.1 Site Location Plan

2 Context

Surrounding Area

- 2.7 The site is located on the edge of Birstall Shopping Park, an established out of centre retail and leisure destination which accommodates a range of major retailers, restaurants and leisure uses.
- 2.8 The site is immediately bound by:
- Paradigm House (offices) and Bankwood Way to the north-east, beyond which is a McDonald's restaurant and the Showcase Cinema;
 - Bankwood Way to the east;
 - Office units, accessed via Woodhead Road, to the south-west; and
 - Woodhead Road to the west, immediately beyond which lies a number of restaurants, a drive-thru unit and Smyths Toys superstore.

Accessibility

- 2.9 Bankwood Way and Woodhead Road both link to the A62 Gelderd Road, which provides access to Junction 27 of the M62 some 300m to the north of the application site. As a result of its location and close proximity to the M62, the application site is easily accessible by private vehicle from surrounding areas.
- 2.10 Bus stops are located on the A62 Gelderd Road, approximately 160 and 280 metres from the site access junction with Woodhead Road. These stops are served by the 229 Max service and the 281 service, which connect the site with Leeds, Gildersome, Birstall, Batley, Dewsbury and a number of other surrounding residential areas.
- 2.11 The site is also accessible on foot and cycle from surrounding residential areas and any visitors to the wider Birstall Shopping Park will also be able to conveniently walk to/from the proposed development as part of a linked trip.
- 2.12 The application site is therefore easily accessible via a range of transport modes, including via public transport and on foot or by bicycle.
- 2.13 The foodstore would be served by 152 car parking spaces, including 10 accessible spaces, 12 electric vehicle changing spaces and 9 parent and toddler spaces.

Planning Policy Context

- 2.14 A brief summary of the policies and guidance which have affected and shaped the form of development on the site is provided below.

Statutory Development Plan

- 2.15 The statutory Development Plan for the area comprises the Kirklees Local Plan (2019). The Local Plan sets the development requirements for the District over the plan period from 2013 – 2031, allocates land for development and identifies sites subject to relevant policies.

Kirklees Local Plan (2019)

- 2.16 The Local Plan Policies Map shows that the site is within a designated Priority Employment Area (PEA) (ref: PEA46).

Policy LP8 (Safeguarding Employment Land and Premises) of the Local Plan is supportive of employment generating uses in such areas provided that there is no conflict with established employment uses in the area. The Local Plan Glossary states that enterprises which provide jobs (i.e. retail, hotel, assembly and leisure etc.) are to be considered employment generating uses.

- 2.17 The accompanying Planning and Retail Statement Addendum provides a comprehensive overview of the Development Plan Policies pertinent to this S73 application. The Local Plan policies related to design, access and sustainability matters are summarised below.

- 2.18 **Policy LP24 (Design)** provides the criteria for how new development should achieve good design. This policy advises that design should be at the core of all proposals in the district and should

be considered from the outset of the development process, ensuring that design forms part of the pre-application consultation of a proposal. Proposals should promote good design by ensuring:

- The form, scale, layout and details of all development respects and enhances the character of the townscape, heritage assets and landscape;
- They provide a high standard of amenity for future and neighbouring occupiers, including maintaining appropriate distances between buildings and incorporating means of screening where necessary;
- High levels of sustainability, to a degree proportionate to the proposal, through:
 - (i) Considering the use of innovative construction materials and techniques, including through reclaimed and recycled materials
 - (ii) Providing charging points to encourage the use of electric and low emission vehicles

2 Context

- The needs of a range of different users are met, including disabled people, older people and families with small children to create accessible and inclusive places; and
- The retention of valuable or important trees and where appropriate the planting of new trees and other landscaping to maximise visual amenity and environmental benefits.

2.19 Policy LP20 (Sustainable Travel) expects that all major planning applications encourage sustainable modes of travel, as well as being accompanied by Travel Plans.

2.20 Policy LP21 (Highways and Access) sets out that proposals are required to demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network.

2.21 Policy LP22 (Parking) states that the provision of parking will be based on principles which include: the availability

of public transport and the location of the development; the provision of cycle parking; and the provision of accessible spaces. In addition, all proposals should provide full details of the design and levels of proposed parking provision and demonstrate how this is the most efficient use of land within the development.

2.22 Policy LP32 (Landscape) states that development proposals should be designed to take into account and seek to enhance the landscape character of the area, considering the setting of buildings within the landscape and the patterns of tree boundaries.

2.23 Policy LP52 (Protection and Improvement of Environmental Quality) sets out that proposals which have the potential to increase pollution from noise, light, odour and other forms of pollution must be accompanied by evidence to show that the impacts have been evaluated and measures have been incorporated to prevent or reduce pollution.



National Planning Policy Framework

- 2.24 The National Planning Policy Framework (NPPF) (December 2023) provides guidance on design as part of its broader presumption in favour of sustainable development.
- 2.25 The Government advises that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (para 131).
- 2.26 Paragraph 135 of the NPPF states that planning policies and decisions should aim to ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 2.27 The NPPF notes that design quality should be considered throughout the evolution and assessment of individual proposals. It states that early discussion between applicants, the Local Planning Authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot (para 137).
- 2.28 With regards to promoting sustainable transport, the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement (or Assessment) and Travel Plan (para 117).

2 Context

2.29 Paragraph 116 states that developments should be located and designed to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities, and also create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoid street clutter and respond to local character and design standards.

2.30 Importantly, paragraph 115 establishes that development should only be prevented or refused on transport grounds where there would be an unacceptable impact upon highway safety, or the residual cumulative impacts of development are severe.

Planning Practice Guidance

2.31 The Planning Practice Guidance (PPG), which accompanies the NPPF, was formerly issued by the Secretary of State and is regularly updated online.

Planning History

2.32 In January 2020, outline planning permission was granted at the site for four retail units with associated access, parking and landscaping (planning ref: 2018/92563). In total, the application proposed to deliver 7,869 sqm (GIA) of retail floorspace. As that application was made in outline, matters of scale, appearance and layout were reserved for future approval.

2.33 However, officers stated that the indicative layout of the retail units to the south-eastern boundary of the site, with car parking to the front and soft landscaping to the perimeter of the car park, represented a suitable layout. The outline planning permission also demonstrates that the nearby COMAH site is not a constraint on the development of the site for retail use.

2.34 In November 2023, planning permission was granted (ref: 2021/62/92528/E) for: “Erection of retail development, associated parking, servicing areas and landscaping.” Therefore the principle of development of a retail development on this site has already been established.



Site Context Images

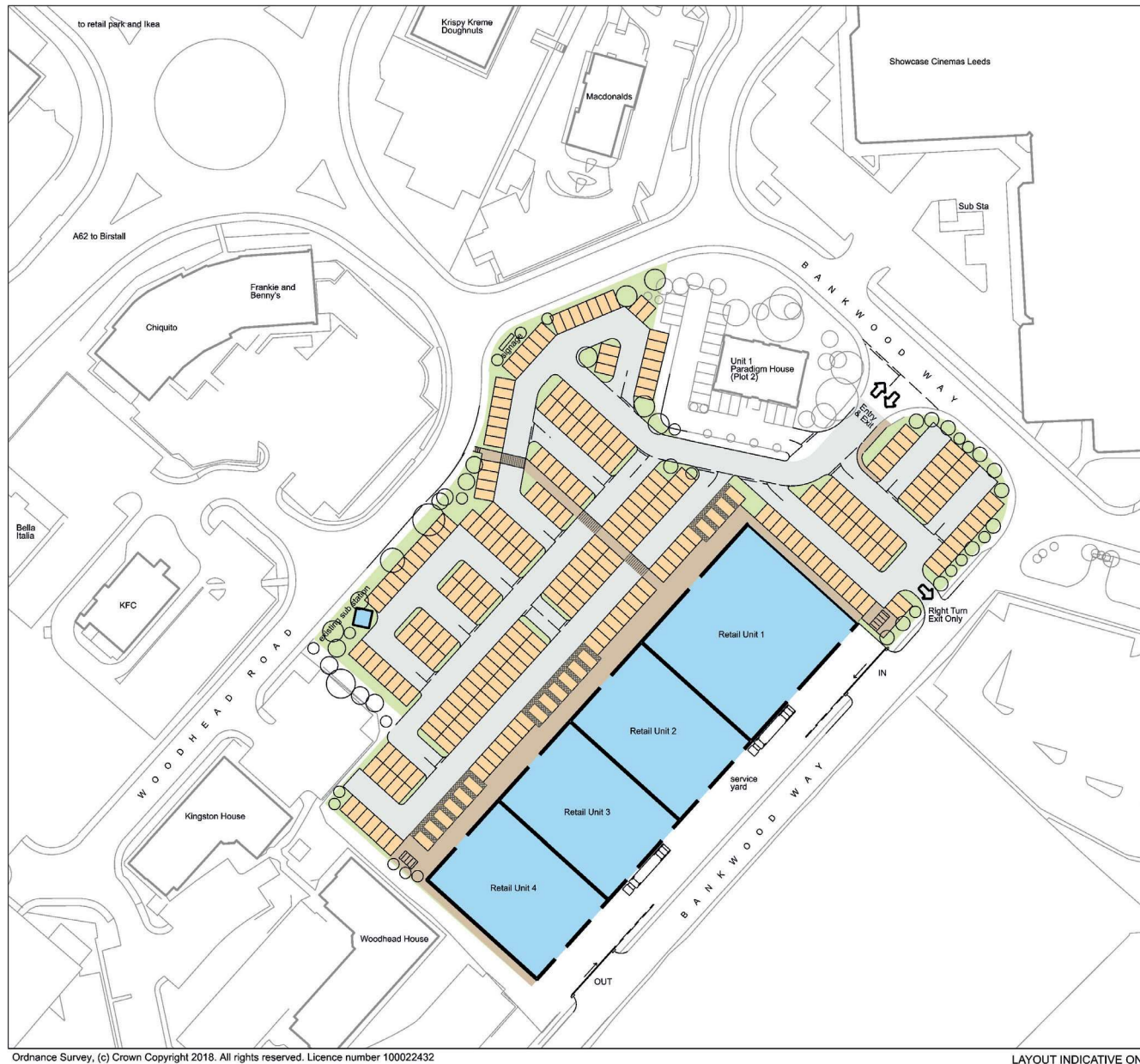


Figure 2.2 Previously Approved Layout Plan (ref: 2018/92563)

3 Constraints and Opportunities

3.1 This section of the statement identifies potential opportunities and constraints in respect of the site and considers how these have influenced the development.

Constraints

- 3.2 The site's constraints include:
- The site's topography, which varies between 148 m and 151 m AOD rising in a northerly direction;
 - Achieving a safe and suitable access from Woodhead Road, which drops in levels steeply from the Gelderd Road roundabout;
 - The proximity of the adjacent office building (Paradigm House);
 - The presence of trees, hedges and shrubs which are dispersed across the site's boundaries;
 - The site's location within the middle and outer zones of a COMAH area;
 - The existing electricity sub-station at the north-western boundary of the site; and
 - The potential for ground contamination relating to the former use of the site.

Opportunities

- 3.3 The opportunities presented by the site include:
- Enhancement of the range of retail provision in the local area, increasing local choice and competition and building upon existing shopping trips and traffic movements;
 - The opportunity to develop a brownfield site which currently has a negative impact on the character and appearance of the retail and leisure park;
 - The provision of a high quality landscaping scheme to assist with the development's assimilation with the wider retail and leisure park;
 - Potential to develop two new retail stores with a contemporary design;
 - Delivery of a retail development which benefits from good accessibility to sustainable modes of transport and movement (i.e. walking, cycling and public transport); and
 - The provision of 12 rapid electric vehicle charging spaces.

4 Scheme Evolution

4.1 The design and layout of the proposals has evolved over time. This has been in response to discussions with the Local Planning Authority, Lidl's and Home Bargain's operational requirements and the community consultation exercise. The scheme has also evolved to address site constraints, matters that have arisen as technical assessments have been undertaken, and to deliver scheme improvements.

4.2 Following planning permission being granted for the Lidl store and Home Bargains store in November 2023, the scheme design has been updated to meet latest specification requirements for the Lidl store. The principle of a retail development on this site is well established by the previous permission.

4.3 This section explains how the site context and planning policies outlined in the earlier sections have influenced the design approach to the proposed development. It also outlines how the pre-application

engagement with the Local Planning Authority and local community has helped to inform the final design of the scheme. It also outlines how the minor amendments to the scheme accord with the principles of the previous approval.

Pre-Application Engagement

4.4 The original application proposals have been subject to a range of pre-application consultation methods which were discussed as part of the original application.

Key elements included:

- Pre-application discussions with Planning Officers at Kirklees Council and Local Councilors; and
- Engagement with the local community through a consultation website and leaflet drop.

4.5 The Community Consultation Statement, submitted with the original application, sets out the results of this engagement process. It identifies that there was a significant level of local interest in relation to the proposals. 97% of respondents indicated that they fully or partially support the principle of the proposed development, with many people commenting that they were pleased to see a Lidl foodstore and Home Bargains store come forward at the site.

Pre-application Feedback from the Local Planning Authority

- 4.6 The following design and access considerations were highlighted in the pre-application discussions between the applicant and the Local Planning Authority:

Design and Layout Comments

- It was agreed that, given the surrounding uses and extant planning permission at the site, the site represented an appropriate location for the proposed retail development;
- A contemporary approach to design and materials would be suitable in this location;
- Although the COMAH designation was an important consideration for the development of the site, officers were comfortable that the proposal would not result in any material risk to members of the public; and

- The proposed development should be built in accordance with the requirements for good crime prevention design, with guidance taken from Crime Prevention Through Environmental Design (CPTED) and Secured by Design (SBD) guidelines where appropriate.

Accessibility Comments

- Officers stated that their preference was for the access arrangements to generally follow the principles set by the extant permission, with the main customer and servicing access to be taken from Bankwood Way rather than Woodhead Road;
- Financial contributions towards pedestrian connectivity improvements within the wider retail park may be required, as had been agreed for the extant planning permission; and
- Details of the provision of Electric Vehicle Charging Points (EVCPs) should be included.

Community Consultation Feedback

- 4.7 Respondents to the community consultation event generally supported the development proposals. Specific comments were raised with regards to the need for appropriate landscaping and sustainable design, as well as the potential traffic issues which could arise as a result of the proposed development. A brief summary of the comments relevant to the proposed development's design, layout and accessibility are set out below:

- Minor concern about the number of car parking spaces proposed.
- Traffic at the Junction 27 retail park is poor, with roads around the application site usually congested.
- Both stores should be designed sustainably and EVCPs should be considered.
- The development's design should be in-keeping with surrounding green areas.

- 4.8 These comments are considered in greater detail within the accompanying Community Consultation Statement.

4 Scheme Evolution

Responding to Feedback

4.9 The scheme's design has evolved to consider comments received at the pre-application stage in the following ways:

- The proposed parking is sufficient to accommodate likely demand, as the final proposed site layout allows for good circulation of vehicles and is considered as having a good level of spare provision for periods of increased demand. In addition, secure cycle storage provision will also be available for customers and employees. Details of the proposed Electric Vehicle Charging Points (EVCPs) are included in the application.
- The proposed vehicular access arrangements will be similar to the previously approved retail development. However, servicing access will be taken via the main customer access onto Bankwood Way at the east of the site and a second access to the site off Woodhead Road, to the west of

the Woodhead Road/Bankwood Way junction, will be provided. Combined customer and servicing access points are typical on developments of this nature, and it is considered that the access off Woodhead Road is appropriate given the intended change in priorities proposed at the Woodhead Road/Bankwood Way junction. This is discussed further in the accompanying Transport Assessment.

- Areas of new landscaping will be provided at the site's northern frontage onto Bankwood Way and existing trees, shrubs and vegetation will be retained wherever possible.
- The proposed buildings will be of a contemporary design and use modern materials in keeping with the surrounding built form.
- The layout and orientation of the stores provides natural surveillance of the proposed car park. CCTV and ANPR cameras will also be in operation. The stores will be well lit externally, and clear wayfinding measures will be

implemented across the site to ensure that customers know where they can and cannot access (i.e. the delivery bay, staff only areas etc.). Secure cycle storage provision will also be available for customers and employees.

- The design, construction and operation of both stores will prioritise environmental sustainability measures to ensure high standards of energy efficiency and significant reductions in carbon emissions. Section 7 of this DAS covers the sustainability of the proposed Lidl and Home Bargains stores in greater detail.



Figure 4.1 Approved Layout

4 Scheme Evolution

Overarching Design Principles

4.10 The following overarching design principles have been established based upon the analysis of the site and its context and the pre-application feedback from officers and members of the public as set out above. These principles have guided the project team in the formulation of the scheme:

1. The need to provide a modern retail development, comprising a new Lidl foodstore and Home Bargains store, of a size and appearance consistent with the branding of each retailer and their business models;
2. The need for a design quality which is both appropriate to the site's setting and surroundings, as well as being consistent with the corporate style of Lidl and Home Bargains;
3. The need for a retail development which is visually prominent to vehicular and pedestrian traffic whilst respecting the amenity of the local environment and business properties;
4. The opportunity to capitalise on the application site's location within a wider retail and leisure park, which offers existing accessibility by travel modes such as on foot, by cycle and by bus;
5. The shape, size and topography of the site;
6. The need to maximise natural surveillance and reduce the potential for crime and antisocial behaviour; and
7. The need to promote high levels of sustainability to minimise the carbon footprint of the development and utilise energy conservation and efficiency methods where feasible and viable.

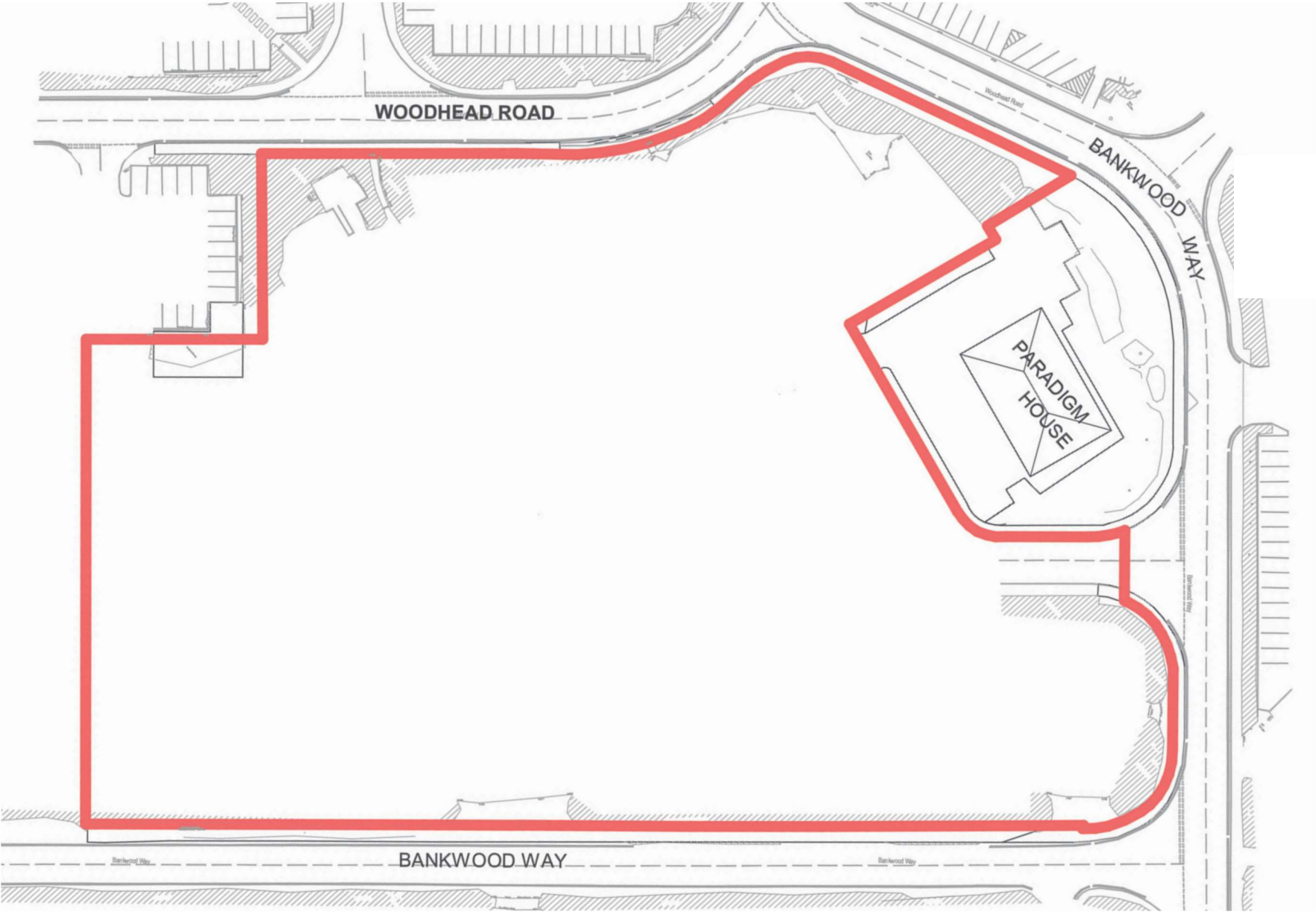


Figure 4.2 Existing Site Plan

5 The Proposed Development

5.1 Having considered the constraints and opportunities of the site, and discussed the background of the application, this section sets out details of the scheme's final proposed design.

5.2 This application is to update the approved Lidl store specification. This is pursuant to application (ref. 2021/62/92528/E) which granted permission for a new Lidl store in November 2023. Whilst this mainly relates to internal changes - and the external appearance of the store would remain materially the same as previously approved - it would result in the GIA of the store decreasing by 28 sqm (1.3% decrease compared to previously approved) and the sales area increasing by 102 sqm (increase of 7.2% compared to previously approved).

5.3 Whilst the revised layout will result in a reduction in car park parking spaces (a reduction from 174 to 147 spaces overall), it will continue to be policy compliant and will now provide 12 EV spaces as opposed to 2. The number of accessible and parent and child spaces remains the same.

Revised Scheme

5.4 The scheme proposes a new Lidl foodstore and Home Bargains store, both providing a spacious and attractive shopping environment for local residents and visitors in a convenient and accessible location.

5.5 This S73 application proposes minor variations to the approved scheme. The scheme will comprise:

- A new 2,203 sqm gross internal area (1,516 sqm sales area) Lidl foodstore.
- A separate Home Bargains store of circa 2,279 sqm gross internal area (2,014 sqm sales area) with associated 513 sqm gross garden centre.

- A joint servicing area to the rear of the stores.
- 147 car parking spaces including 10 accessible spaces, 12 electric vehicle charging spaces and 9 parent and child spaces.
- A co-ordinated scheme of landscaping around the site.
- Vehicular access from Bankwood Way and Woodhead Road.
- 6 cycle stands with space for 12 bicycles.

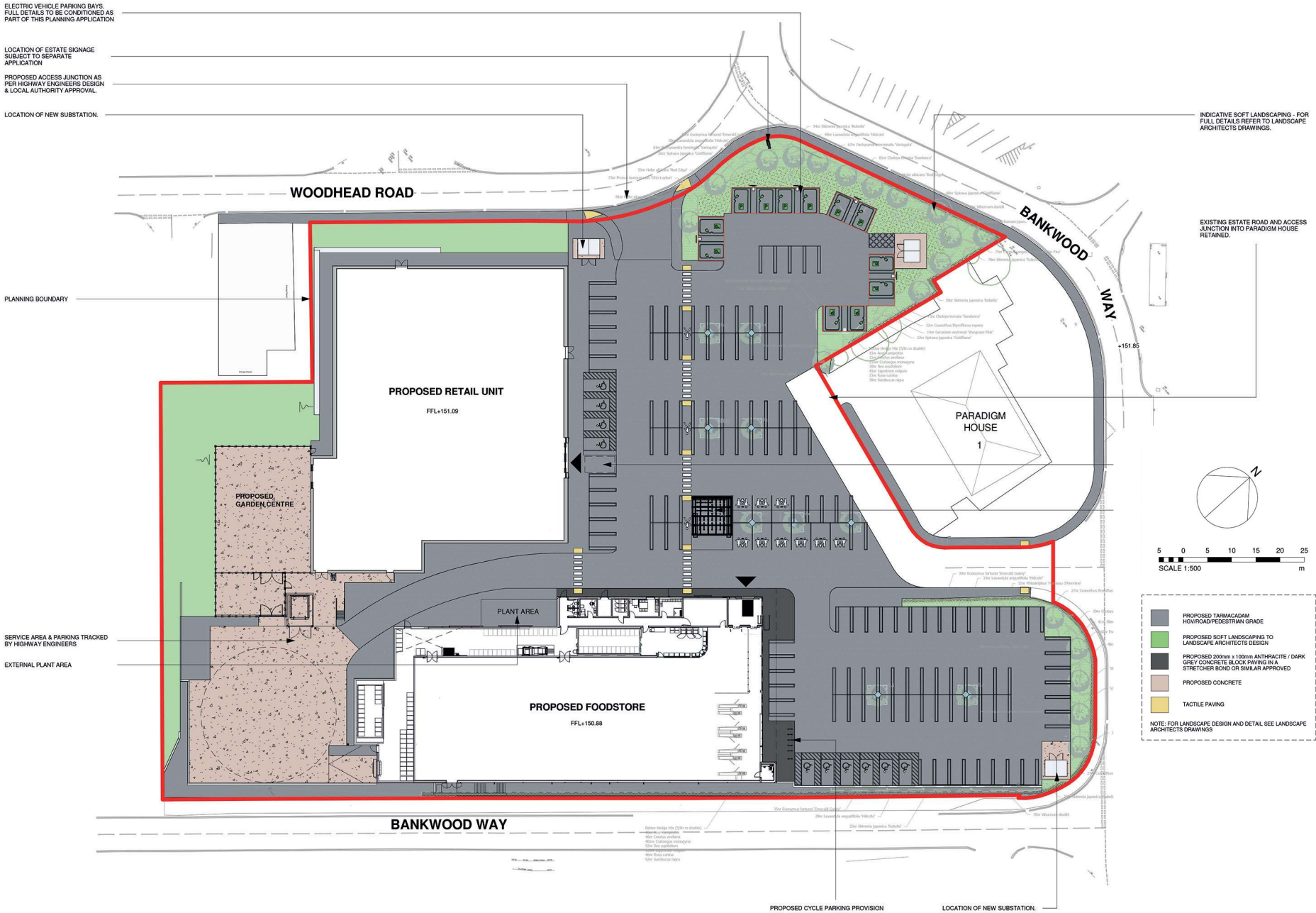


Figure 5.1 Revised Proposed Site Layout Plan

5 The Proposed Development

Use	Amount
5.6 The proposed new Lidl foodstore and Home Bargains store will comprise Use Class E floorspace.	5.10 The proposed Lidl store will have a gross external area of 2,400 sqm and a net sales area of 1,516 sqm. The majority of the sales area (around 80%) will be used for convenience goods sales (i.e. predominantly food) and the remainder will be occupied by comparison goods (i.e. non-food).
5.7 The Lidl store will include: • A sales area, along with associated warehouse and delivery facilities; • A freezer room; • Bakery; • IT room; • Manager's office; and • Welfare area and staff cloakroom.	5.11 The proposed Home Bargains store will have a gross external area of 2,399 sqm (2,014 sqm sales area) with associated 513 sqm (gross) garden centre. Around 45% of the sales area within the store would be used for convenience goods sales and 55% would be used for comparison goods sales.
5.8 The Home Bargains store will include: • A sales area, along with associated warehouse and delivery facilities; • Manager's office; • Welfare area and staff cloakroom; and • A garden centre.	5.12 147 car parking spaces will be provided across the application site, including 10 accessible spaces, 12 electric vehicle charging spaces and 9 parent and child spaces. 6 cycle stands will be provided with space for 12 bicycles.
5.9 The wider site will comprise car parking areas, along with a shared servicing area to the rear of both stores, pedestrian and vehicular accesses, and associated hard and soft landscaping.	

Layout

5.13 Further site survey work has been undertaken since the original permission was granted, resulting in the need to slightly reposition the stores within the site. This has resulted in the stores moving slightly to the east and alterations to the boundary adjacent to the Home Bargains store. The proposed Lidl foodstore will occupy the south-eastern part of the site, whilst the proposed Home Bargains store will be located in the western area of the site, adjacent to Woodhead Road. The customer car park occupies the centre and eastern corner of the site.

5.14 The Lidl store's entrance is located on the north-western corner of the building.

5.15 The Home Bargains store's entrance is located on the northern elevation of the building, facing onto the proposed car parking area. This application includes updated floorplans and elevations to reflect minor alterations to the internal layout

of the Home Bargains store and garden centre resulting in a slight re-positioning of some of the external doors.

5.16 Vehicular access into the site will be taken via an upgraded access from Bankwood Way adjacent to Paradigm House and a new access point from Woodhead Road. The existing pedestrian access from Bankwood Way will be improved. Central pedestrian routes and crossings will provide a coherent route through the site and between both buildings. Cycle parking and rapid electric vehicle charging points will be provided within the site's car park. A shared service yard will be located to the rear of the stores, in the south eastern corner of the site.

5.17 Areas of landscaping will be provided along the site's north, east and west boundaries. Existing trees will be retained wherever possible.

5.18 The existing substation will be relocated to the north of the site, west of Paradigm

House. A parking space (not included within the 147 customer spaces) will be hatched and reserved for maintenance and servicing when required.

5.19 As set out in section 4.0, the layout of the final proposal has been reached following an iterative design process where a number of options and suggestions put forward during the pre-application engagement process have been tested.

5.20 Further factors which have influenced the layout of the proposal include accessibility; natural surveillance and security; and the operational needs of Lidl and Home Bargains, which have to take into account deliveries, warehousing and staff welfare.

5.21 The application scheme represents the optimum layout for the site and responds to the different factors mentioned above and discussions between the project team and local authority / local community. Overall, the proposals provide a development scheme with good accessibility and clear wayfinding for visitors.

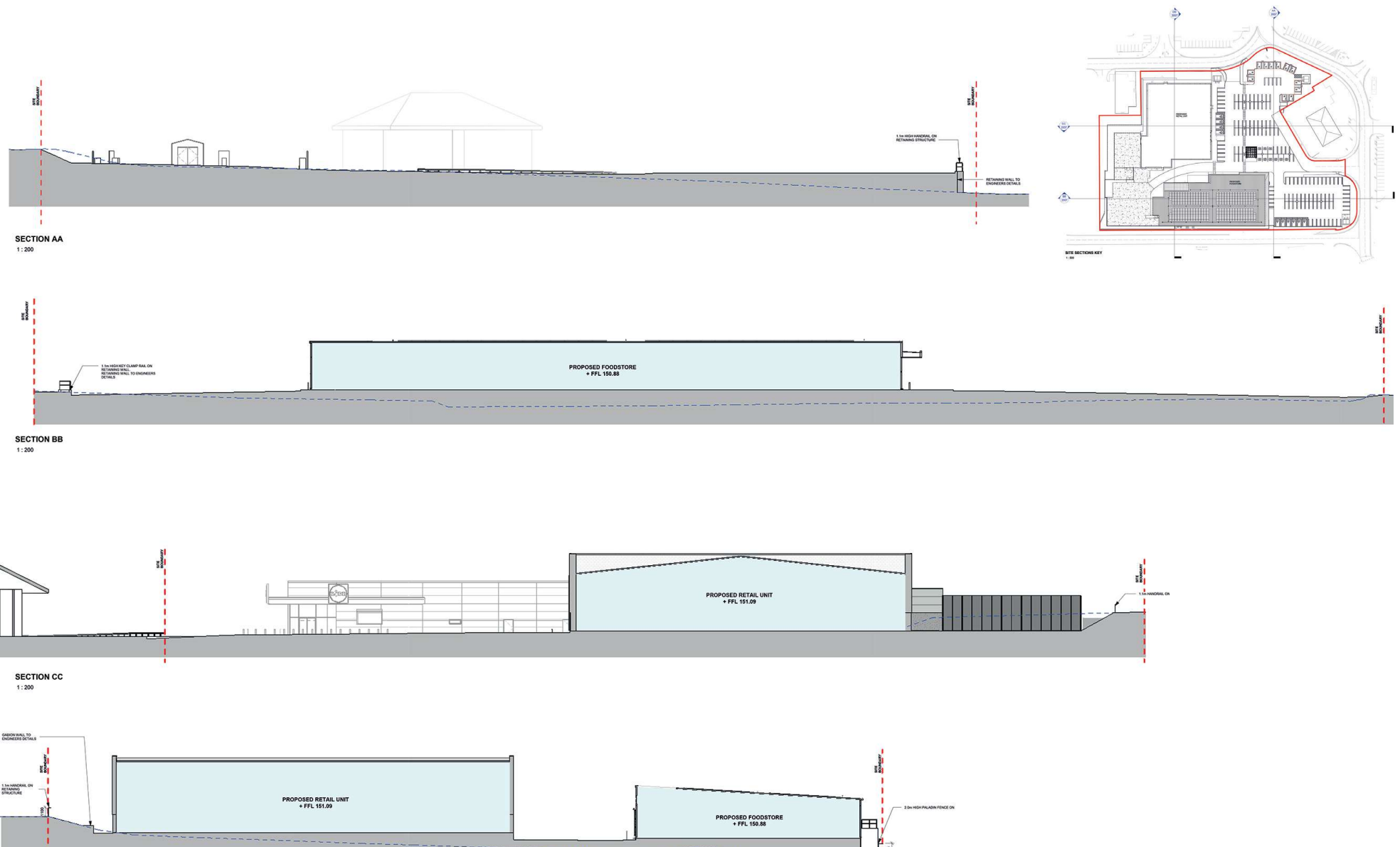
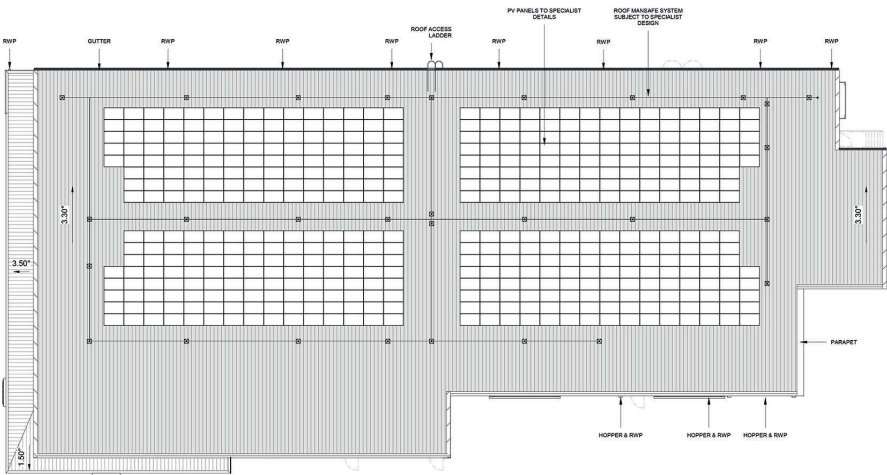
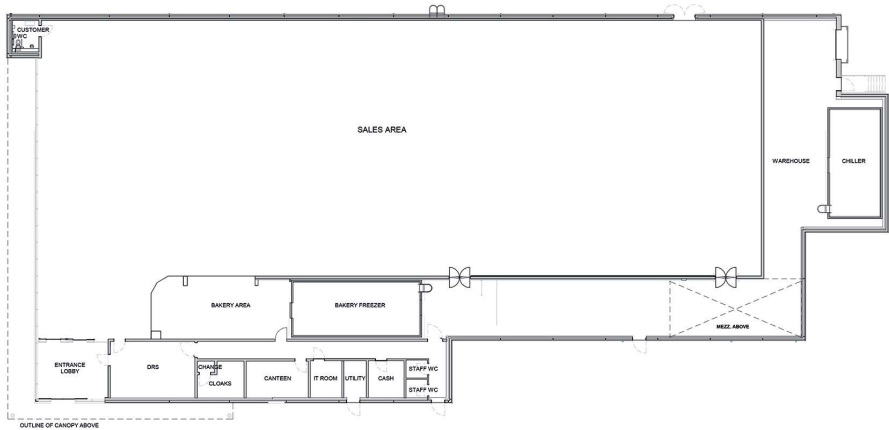


Figure 5.2 Proposed Site Sections



Proposed Roof Plan



Proposed Ground Floor Plan

Figure 5.3 Proposed Floor Plans

5 The Proposed Development

Scale

- 5.22 The application site extends to approximately 1.57 hectares (this is a slight increase from the 1.53 ha in the recently approved permission due to aligning the red line boundary with the title plan). The proposed Lidl foodstore has a rectangular shaped footprint and will extend to an area of 2,400 sqm (GEA). The proposed store will have 3.3-degree roof pitch which decreases in height from 7.02m on the north-western side of the store to 5.10m to the south-east. Solar PV panels are also proposed to be located on the roof of the Lidl foodstore.
- 5.23 The proposed Home Bargains store has a square shaped footprint and will extend to an area of 2,399 sqm (GEA) with a 513 sqm (gross) garden centre attached to the south of the store. The store will have a flat roof which rises to 9.0m in height.
- 5.24 Plant equipment for the Lidl store will be located adjacent to the entrance to the service yard on the roof of the foodstore. There will be a small area allocated at the Home Bargains store for some plant units, which will also be located adjacent to the service yard entrance. The supporting Noise Assessment demonstrates that no additional acoustic screening will be required for either store.

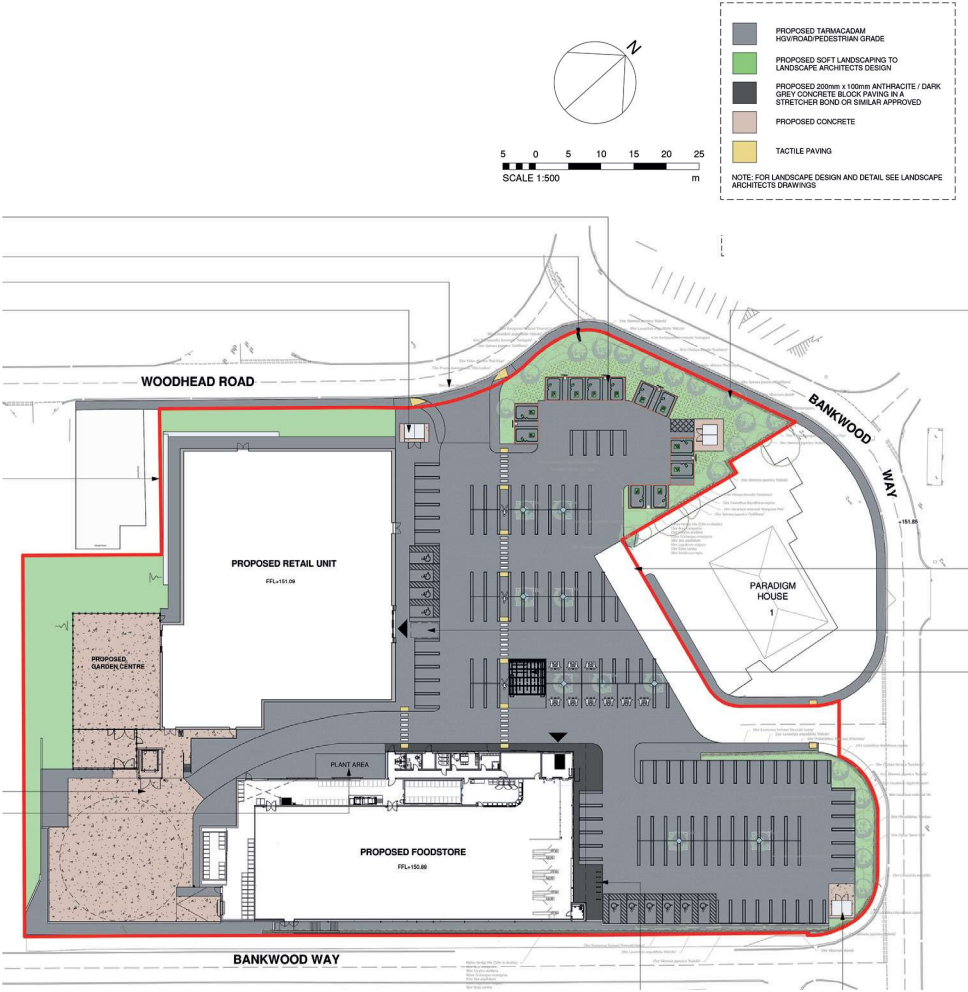


Figure 5.4 Proposed Site/Surfacing Plan

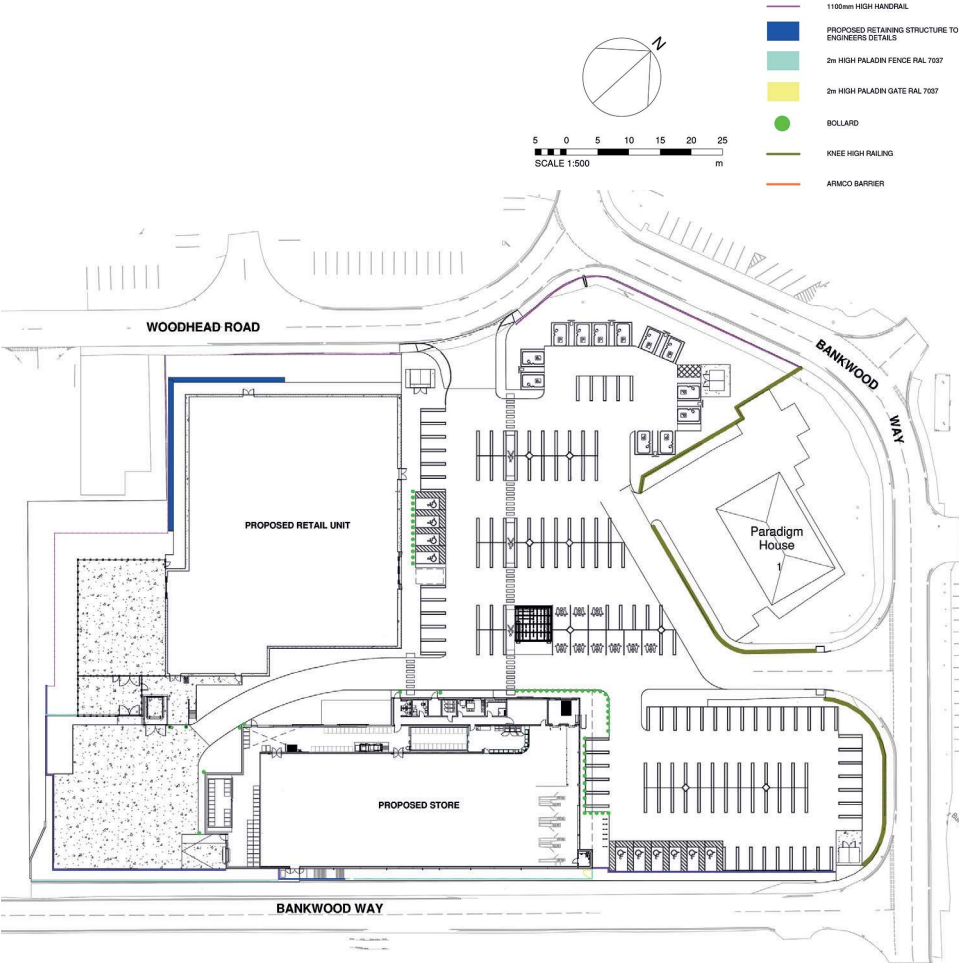


Figure 5.5 Boundary Treatment Plan



Figure 5.6 Illustrative computer generated image of the proposed development (based on the development approved under permission 2021/62/92528/E)

Appearance

- 5.25

Both stores will have a contemporary design that is in-keeping with the Lidl and Home Bargains brand identities, yet also responds appropriately to the local context.
- 5.26

The proposed materials palette for the Lidl foodstore includes insulated metal walling panels in white with a grey upper section and a low level rendered plinth, as well as insulated metal roofing panels in grey. A glazed shopfront is proposed on the store's north-eastern elevation.
- 5.27

The proposed material palette for the Home Bargains store comprises insulated metal walling panels in light and dark grey with a low level rendered plinth and insulated metal roofing panels in grey.
- 5.28

Boundary treatment includes handrails, small areas of paladin fencing and retaining structures. Due to the change in site levels, retaining walls will be provided along part of the site's east and west boundaries. The final detailed design of the retaining walls will be agreed through a planning condition.
- 5.29

Illustrative advertisement signage is indicated on the application drawings; however, an advertisement consent application will be submitted for approval at a later date.

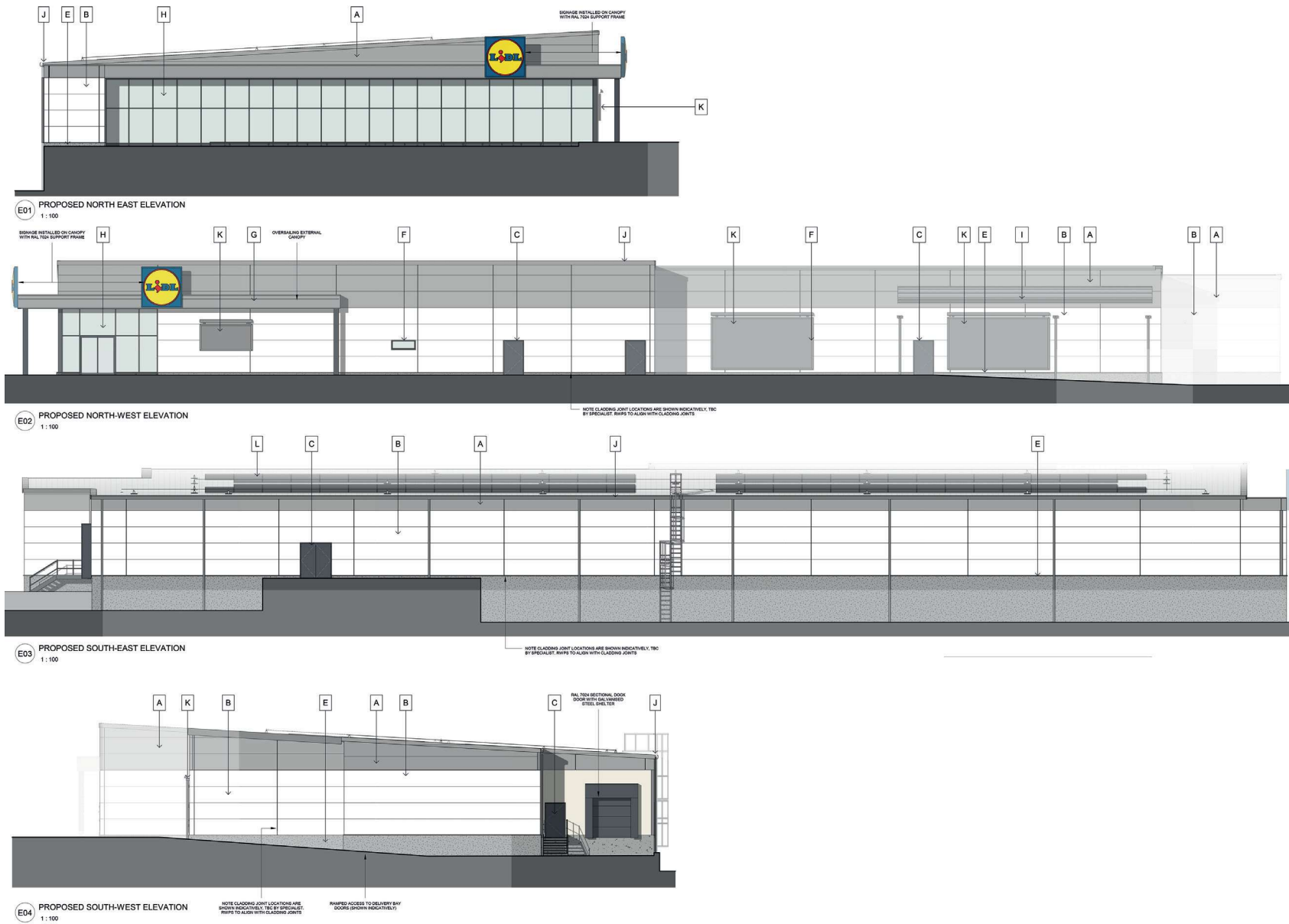


Figure 5.7 Proposed Site Elevations - Lidl

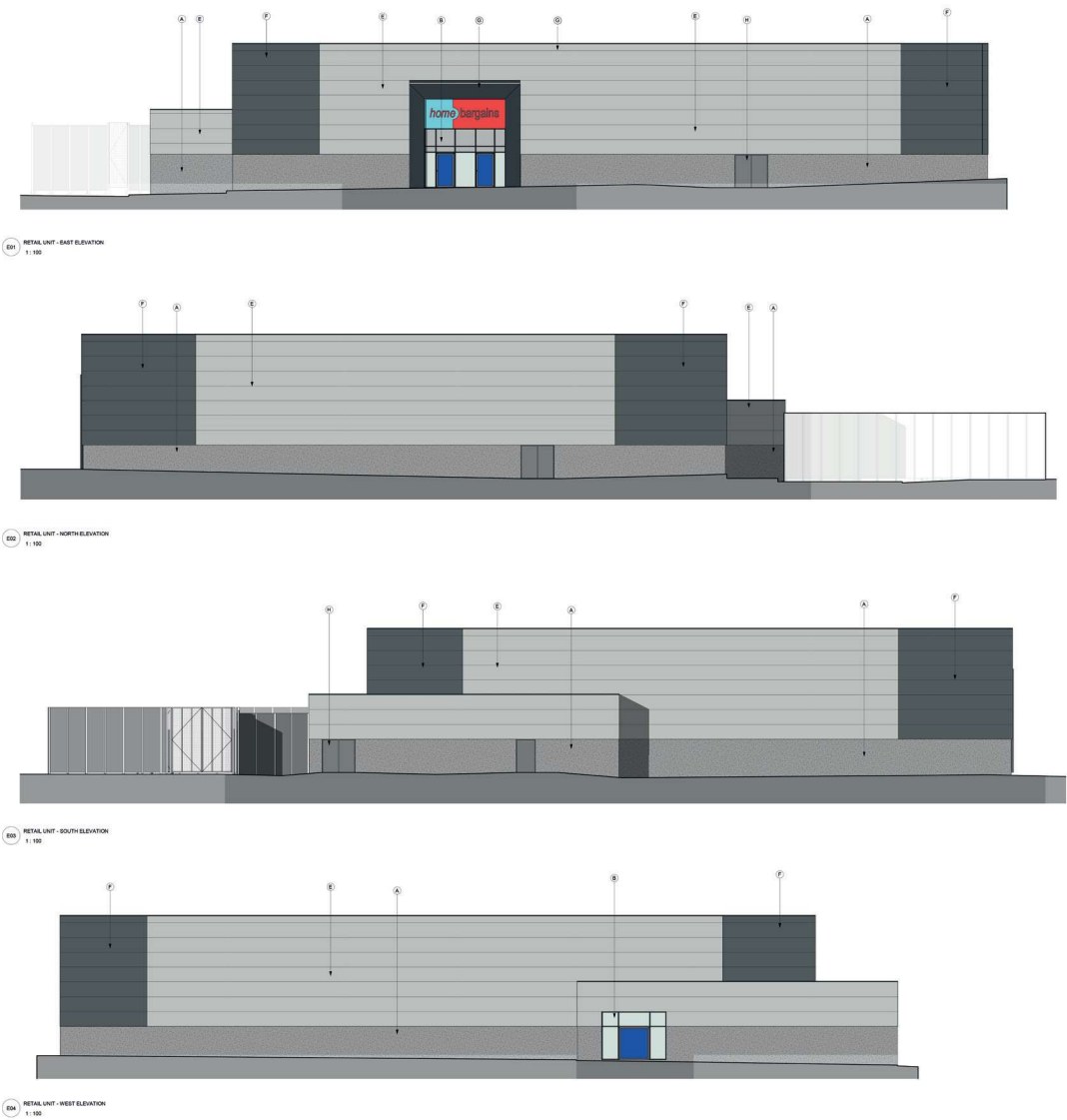


Figure 5.8 Proposed Site Elevations - Home Bargains

5 The Proposed Development

Landscaping

- 5.30 A comprehensive landscaping scheme will be implemented across the site in order to enhance the development's appearance, as well as its assimilation into the streetscene.
- 5.31 As shown on the Landscape Masterplan (ref. R/2459/1K), soft landscaping will be provided in the form of new trees, ornamental shrub planting and turf at the site's northern frontage onto Bankwood Way. A number of existing trees, hedges and vegetation will also be retained in these locations, as well as across the site's east and west boundaries (where possible). Following discussions with Council officers, additional tree planting has been included within the car park and this is retained in the revised proposals. The proposed and retained landscaping features will soften the development and ensure it sits well within its setting.
- 5.32 Hard landscaping will also be used to differentiate between the different parts of the site. Tarmac surfacing will be used across the vehicular access points, pedestrian links and car park areas with block paving around the entrances to both stores. Retaining walls are proposed along parts of the site's east and west boundaries due to the change in levels across the site.



6 Access

- 6.1 The application is situated in a sustainable location and is easily accessible via a range of transport modes including by foot, cycle, bus and private car.

Pedestrian, Cycle and Bus Access

- 6.2 The site is accessible on foot from the surrounding retail and leisure park via a network of existing pedestrian footways. Pedestrian access into the site itself will be provided alongside the vehicular accesses from Bankwood Way and Woodhead Road. Footpaths into the site from both accesses will be sloped, with additional stepped access provided at the Woodhead Road entrance given the difference in ground levels.
- 6.3 There are a number of advisory cycle routes within the wider area, as well as some traffic-free cycle paths to the northeast which provide a safe route through Junction 27. A customer cycle area

will be located close to the entrance of the Lidl foodstore - under the roof canopy - providing a secure space for six cycle stands to accommodate up to 12 cycles. Lidl and Home Bargains staff will also be able to store bicycles in the back of house areas of both stores.

- 6.4 Bus stops are located within 160 and 280 metres (approximately) of the site. These stops are served by the 229 Max service and the 281 service, which connect the site with Leeds, Gildersome, Birstall, Batley, Dewsbury and a number of other surrounding residential areas.

- 6.5 It is therefore considered that the site is accessible via a range of sustainable transport modes.

Vehicular Access

- 6.6 Vehicular access into the site will be possible via two separate points of access.

- 6.7 One point of access will be provided from Woodhead Road to the north-west via a new priority-controlled T-junction. The second point of access will be provided via a priority-controlled T-junction with Bankwood Way adjacent to Paradigm House. All delivery and servicing vehicles will be required to access site from the Bankwood Way access.

- 6.8 The car park for both stores will have a total capacity for 147 spaces, including 10 accessible spaces, 12 EVCPs and 9 parent & toddler spaces. 6 cycle stands will provide space for 12 bicycles.

- 6.9 Full details of the proposed vehicular access, associated highways works and parking spaces are provided within the accompanying Transport Assessment and Travel Plans.

- 6.10 Vehicle tracking has been undertaken to ensure that the servicing areas of the site are suitable for HGV vehicles.



Approach to site via Bankwood Way

7 Sustainability

7.1 Both the Lidl foodstore and Home Bargains store will contribute to meeting sustainable development targets, helping to limit carbon dioxide emissions and thereby providing resilience to climate change.

Lidl

7.2 Lidl GB Ltd has a corporate environmental policy which ensures that all new stores achieve high standards of energy efficiency. This environmental policy represents a conscious effort to reduce carbon emissions through responsible and considerate operating procedures. A company-wide programme aligned to ISO:50001 closely monitors the energy used and helps to identify efficiency improvements in how Lidl source their energy requirements, what technologies they use and what changes can be made to ensure maximum efficiency and sustainability.

7.3 Key features of the company's environmental policy, which will be implemented in respect of the proposed new store are as follows:

7.4

- The store will be heated using a refrigeration waste heat recovery system. This form of renewable energy recovers waste heat from the food chilling equipment and is used to provide heating to the main sales area, warehouses and offices area. The use of this system will reduce carbon dioxide emissions by 26%;
- Temperature levels within the store will be controlled by a Building Management System (BMS) and will vary throughout the store dependent on the use of each area;
- Low energy lighting design, using highly efficient LED luminaries, will be used throughout the store;
- All lighting within the store will be connected to the BMS. The lighting within the store's sales area will be controlled by timers which are set to

the store's opening times, meaning that lighting is not left on unnecessarily. The sales area uses full lighting during trading hours and cuts back to one third lighting before and after trading hours to allow for the stocking of the store;

- BMS and LUX sensors also power the external lighting. This means that lights are only on during dark hours and ensures that they do not remain on later than one hour after the store closes;
- Water consumption is carefully monitored and there are sensors on the taps in the toilets in order to minimise usage and prevent wastage;
- Lidl use '4 fan' chiller condenser units, which are externally mounted. These units are designed to omit very little noise and to be as environmentally friendly as possible;
- Lidl undertake careful planning of store stock levels, stock availability and deliveries to the foodstore to ensure unnecessary journeys are avoided and the maximum amount of products possible are delivered per litre of fuel

used. In addition, Lidl will optimise each delivery by returning all waste to the distribution depot on the lorry's return journey, and there are no separate waste collections made to their stores;

- An Integrated Waste Management Policy - which complies with relevant legislation and minimises the impact of the foodstore on the environment – will be used with high packaging recoverability as a result of Lidl's efficient delivery and stocking system. Lidl will install waste handling equipment, such as plastic/cardboard baler, into the store; and
- Lidl install manually operated 'dock levelling' plates within new stores which are used in conjunction with a sloped loading ramp. These 'dock levelling' plates replace hydraulic scissor lifts, which were previously used by Lidl, and have significantly lower energy consumption.
- A 180kWp Solar PV system will be installed onto the roof of the new Lidl foodstore and will generate

approximately 25% of the store's electricity requirements per year, reducing carbon emissions by at least 44 tonnes per year. The Solar PV panels will be installed flush onto the store's roof and are also non-reflective to avoid glare.

Home Bargains

7.5 Home Bargains aim to minimise the environmental impact of its stores, both in the stores themselves and as part of the wider supply chain. To achieve this, Home Bargains fulfils the following sustainability objectives:

- Wherever possible, packaging is reused by suppliers and used to package internet deliveries;
- Each Home Bargains store is provided with energy efficient LED lighting, including motion sensors linked to a Building Management System (BMS) which is monitored at the head office;

- Waste produced by all stores is collected and sent back to the main office depot for recycling and reuse if possible, in compliance with the Packaging Waste Regulations 2007;
- Battery bins are provided in each store in accordance with the Battery and Accumulators (placing on the market) Regulation 2008;
- Certain hazardous substances are restricted in compliance with Restriction of Hazardous Substances (RoHS) in Electrical and Electronic Equipment;
- Home Bargains fund the safe disposal of all electrical equipment as per the Waste and Electronic Equipment Regulations 2012;
- Staff Travel Plans are adopted and reviewed on a regular basis;
- Each store and associated car parking area is fitted with LED lighting; and
- Electric vehicle charging spaces are now being installed at new stores.



8 Assessment Against Policy

8.1 Based on national and local policy and guidance, as summarised in Section 2 of this Statement, the table below demonstrates how the proposal satisfies the relevant design policy objectives.

Design Policy Objective	Response
Development should be of a high standard of design and integrate with / enhance the character of the site and its wider surroundings. (NPPF para 131, Local Plan Policy LP24)	The proposed development scheme has been designed to respect its context both in terms of design and materiality. It is designed to a high standard, both in terms of aesthetic value and environmental sustainability, and has a modern appearance which will revitalise a redundant brownfield site whilst respecting the built form of the wider retail park. The scheme will be softened by high-quality landscaped areas, which will be located across different areas of the application site. The proposed development's height, scale, massing, layout, design and materials are all appropriate and the scheme will deliver substantial visual improvements for this vacant brownfield site, therefore significantly improving the streetscene. In addition, the proposed scheme meets the requirements of Lidl and Home Bargains in terms of operating and servicing arrangements, whilst maintaining efficient and safe vehicular and pedestrian access.

Design Policy Objective	Response
Development proposals should demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users. Development proposals will be supported where the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the car. (NPPF para 109, Local Plan Policies LP20, LP21 and LP22)	The proposed development has been designed to provide safe and convenient access for pedestrians, cyclists and those travelling by public transport. The supporting Transport Assessment and Travel Plans for both stores demonstrates that the application site is accessible by a choice of transport methods, including on foot, bicycle and bus, as well as by private car. The car park will be accessed from both Bankwood Way and Woodhead Road, and includes accessible spaces, parent & child spaces and rapid electrical charging points. The development, both internally and externally, has been designed to aid access for all and promotes legibility in movement. The Travel Plans for Lidl and Home Bargains also encourage the use of sustainable transport modes and the Transport Assessment demonstrates that the impact of the proposed development on the local highway network is expected to be less than that associated with the previously approved retail development at the site.
Development proposals should be sympathetic to local character and history, including the surrounding landscape. They should be designed to take into account and seek to enhance the landscape character of the area. (NPPF para 135, Local Plan Policies LP24 and LP32)	A co-ordinated, high quality scheme of hard and soft landscaping will be provided as part of the proposed development. This includes landscaped areas along the site's north, east and west boundaries as well as throughout the central parts of the site. The development proposals will also retain a number of existing trees. The landscaped areas will be maintained and managed for the lifetime of the development. Given the brownfield nature of the site, the proposed development will not adversely impact upon the Kirklees Biodiversity Opportunity Zones (categories 'Built-up Areas' and 'Pennine Foothills').
Effective landscaping schemes should be provided and should maximise visual amenity and environmental benefits. (NPPF para 135, Local Plan Policies LP24 and LP 32)	As discussed in this Statement, an extensive landscaping scheme is proposed on-site which includes the retention of existing trees, shrubs and vegetation where possible and the creation of new landscaped areas along the site's northern frontage onto Bankwood Way. Hard landscaping (i.e. tarmac surfacing for vehicular access points and block paving at store entrances) will be used to differentiate between different parts of the site. The proposed landscaping will, therefore, soften the impact of development and ensure it sits well within its setting and the wider retail and leisure park.

Design Policy Objective	Response
Development proposals should create a safe and attractive environment by enhancing security and promoting well-defined and overlooked routes. (NPPF para 96, Local Plan Policy LP24)	The layout of the proposed development scheme will create a safe and attractive environment. Both stores are orientated to allow natural surveillance of the proposed car and cycle parking areas. Clearly defined pedestrian and vehicular routes into, and around, the site are proposed, as well as CCTV and ANPR cameras in tandem with adequate external lighting.
Developments should create places that are inclusive and accessible. (NPPF para 135, Local Plan Policy LP24)	The development incorporates a range of accessible features to ensure that all customers and staff can access and use both stores and the car park with ease.
Development proposals will need to demonstrate that careful consideration has been given to minimising: pollution, CO2 emissions and the potential impacts of climate change. (NPPF para 180, Local Plan Policies LP20, LP22, LP24, LP26 and LP52)	The proposed development has been designed to reduce associated impacts upon the environment through intelligent design, sustainable sourcing of materials, efficient use of energy resources and sustainable construction methods. Provision for cycle storage and rapid electric vehicle charging is also made. The scheme will also comply with the corporate environmental policies for both Lidl and Home Bargains, which ensures that all new stores achieve high standards of energy efficiency. This represents a conscious effort to reduce carbon emissions through responsible and considerate operating procedures.



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